

COUNTRY USSR (Caucasus) DATE DISTR. 19 July 1948 25X1A
SUBJECT Condition of the Sukhumi-Armavir Railroad Line NO. OF PAGES 4
PLACE ACQUIRED [REDACTED] NO. OF ENCLS. (LISTED BELOW)
DATE OF INFO [REDACTED] 25X1C SUPPLEMENT TO REPORT NO. 25X1X

The Railroad Line from Armavir to Belorechenskaya

1. The distance from Armavir to Belorechenskaya is about 100 kilometers. There are no tunnels along the entire length of this line. There are, however, small railroad bridges, the largest of which lies about two kilometers northeast or southeast (sic) of the railroad station at Belorechenskaya. All the railroad bridges of this section of the railroad between Armavir and Belorechenskaya were destroyed by the Germans when they retreated. [REDACTED] for 25X1A
the first time in December 1946, all the bridges had been given temporary repairs and were supported on wooden piers. The trains passed over them at diminished speed. Russian soldiers were employed in the repair of these bridges. [REDACTED] ordinary civilian workmen. By the summer of 1947, these temporary bridges had been replaced by steel bridges, and the railroad line from Armavir to Belorechenskaya in November 1947 was in good condition. 25X1A
2. [REDACTED] of the railroad stations between Armavir and Belorechenskaya, but does recall that there were six or seven of them. The buildings of these stations had been destroyed by the Germans during their retreat, but were being steadily rebuilt. For this purpose, unskilled laborers and German prisoners of war were employed. [REDACTED] German prisoners of war working at the railroad station at Armavir, but insisted that only Russian soldiers were employed in the repair of the railroad track and the bridges.

The Railroad Line from Belorechenskaya to Tuapse

3. [REDACTED] the length of this section of the railroad. There was, however, a total of seven tunnels, of which the largest is named Induk. This is the first tunnel which is met as the train goes from Tuapse towards Belorechenskaya. [REDACTED] the length of the tunnel, but says that it is quite large and that it was damaged by the sinking of the earth beneath it on 16 December 1946. This tunnel was repaired by Russian soldiers, and on 1 May 1947 the first train passed through it. [REDACTED] at the same time that this 25X1A

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Document No. [REDACTED]
NO CHANGE in Class. [REDACTED]
☒ DECLASSIFIED
Class. CHANGED TO: TS S C
DDA Memo, 4 Apr 77

Auth: [REDACTED]
Date: 26 Apr 78 By: 033

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 2001/03/17 : CIA-RDP82-00457R001700050007-5

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tunnel was damaged, other tunnels were likewise damaged; they were repaired at the same time as the large tunnel. This section of the railroad was in good condition in November 1947. At most points the roadbed is built on firm ground or on stone.

The Railroad Line from Tuapse to Adler

4. This section was in good condition in November 1947. There are four or five tunnels in the entire length of this section. In some places the roadbed is on firm ground and elsewhere it is built on rock fill. All along this section of the line, the eastern side consists of bluffs and hills; but at many points on the western side there are walls serving as breakwaters, for the line runs along the Black Sea for most of its length.
5. There are three small and unimportant railroad stations along this section of the line. [REDACTED] station at Lazarevskaya and one at Sochi. The station at Lazarevskaya is located beside a small river. The railroad bridge which crosses this river has two arches. The station at Sochi has a building for passengers with a ticket window and also a warehouse for merchandise; there is also a small shop for engine repairs and maintenance. There are three sidings at the Sochi station.
6. The Adler station is smaller than the one at Sochi, but it has more sidings and larger freight sheds. At this station source observed that in the spring of 1947 the unloading of iron pipes was begun. They were six to eight meters long, .01-.02 meters thick, and had a diameter of about 1.5 meters. These pipes were carried by rail, but [REDACTED] where they came or what their purpose was. The pipes were unloaded in the open on the west side of the track near the seashore. [REDACTED] Adler on the train in November 1947, 200 of the pipes were on the siding. The length of these pipes was such that they could be loaded on ordinary flat cars.

The Railroad Line from Adler to Sukhumi

7. The total length of this section is about 150 kilometers. Between Adler and Sukhumi there are railroad stations in the following order: Veseloe, Ermolovka (or Novigorod), Pilenkovo, Stary Gagry, Novy Gagry, Bzyb, Chornayaretska, Belayaretska, Gudauty, Primorskaya, Novo Afonski, and Eshery.
8. The Veseloe station lies beside a small river which is spanned by a railroad bridge about 150 meters long. This river is a dashing torrent. The piers of the bridge are of concrete. The bridge is covered with planks at both ends. Armed Russian troops guard it. The station at Ermolovka is small and has no sidings. There is a small stream near the station which is only six to eight meters wide but very deep. The station at Pilenkovo is small, but has large tobacco warehouses. Here, too, is a small stream with a small steel bridge. There are also railroad sidings.
9. From Pilenkovo to Stary Gagry the tracks are laid on firm ground. There are hills to the east of the line, but to the west of it there are stone breakwaters. Between Pilenkovo and Stary Gagry there is a small river named Kholodnaya Retska, northeast of the railroad line. A villa built in the pine woods here is used by Stalin occasionally during the summer. [REDACTED] inhabitants of the region said that in October 1947 Stalin spent several days in the villa [REDACTED] went on to Sukhumi.

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10. There is a small station at Novy Gagry for freight trains. It includes a warehouse. At Bzyb a new railroad station and warehouse are being built by ordinary laborers. Beside this station is the Bzyb River, which is bridged by a span more than 200 meters long. The railroad bridge has five piers and is built of wood. In 1947 work was begun on replacing it with a steel bridge. Both ordinary workmen and soldiers were employed on this construction.
11. The station at Chornayaretska is small and was built during the war on the right bank of the river of the same name. A small railroad bridge spans the river. There are two sidings and a water tank for the engines, no other facilities.
12. The station at Belayaretska is small and built on the right bank of the Belayaretska River, which is spanned by a steel railroad bridge about 400 meters long. At a short distance from the railroad bridge is a two-lane wagon bridge about fifty meters in length; it has steel supports and is surfaced with asphalt laid over planks.
13. There was no station at Gudauty in December 1947. Tickets were sold in a railroad car. Construction of a stone station was begun, however, at this time. Ordinary workmen were employed in this construction. At that time there were three sidings, but all indications pointed to the construction of a large station on the north edge of the city. Within the city of Gudauty there are the following industrial establishments: needle factory, liquor factory, vodka distillery, wine factory, tobacco warehouses and curing sheds, brick factory, factory for the preliminary processing of silk. After the war, work was begun on the construction of a large automobile factory. According to orders from Moscow, this factory was to be completed by 1950.
14. The stations at Primorskaya (formerly called Petropavlovka) and Novo Afonski (formerly Psyrtskha) are small and unimportant. There are no buildings at the railroad stop of Eshery, and there are no sidings there. Construction of a station commenced in 1947. This station will be about four kilometers west of the bridge over the River Bumista (or Kyumisdere).

Ballast Used on the Railroad Line

15. From Sukhumi to Eshery the ballast is hard earth. From Eshery to Novo Afonski the track is laid on sand and gravel, but is not very stable. For this reason a branch line is being built to the northeast through a hilly region; two tunnels are already under construction. One was virtually completed in November 1947. From Novo Afonski to Primorskaya the track is laid on sand and gravel almost as far as the station at Primorskaya. For one kilometer past Primorskaya, the ballast is of stone and the track is built on a stone causeway along the sea. The causeway is two to four meters above sea level. Along the whole length of this causeway the ground to the northeast of the railroad line is steep and likely to slide. The fallen earth has to be cleared away by companies of men.
16. From the end of the kilometer-long causeway, the ballast as far as the River Adsi is of hard earth, but from there to Gudauty it consists of a fill of sand and gravel. From Gudauty to Gagry the ballast is of hard earth. From Gagry to the station at Pilenkovo the track is laid on a ten-kilometer causeway running along the seashore. Toward Pilenkovo the embankment is higher and on the northeast side, away from the sea, there are cliffs. The line has no tunnels and makes no turns.

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Frequency of Service (November 1947)

17. At 2200 hours a passenger train from Krasnodar passed through Sukhumi on its way to Zugdidi; on its return trip to Krasnodar it again passed through Sukhumi at 2200 hours (i.e., presumably the following day). At 0100 hours and again at 0500 hours a passenger train passed through Sukhumi en route from Tiflis to Moscow. At 1500 hours a passenger train reached Sukhumi from Tiflis, turned around, and went back to Tiflis. The train had three coaches.
18. At 1800 hours a passenger train arrived in Sukhumi from Batum; Sukhumi was the terminus of the run, and the train returned to Batum from there. The train usually had thirteen coaches, carried mail, and was diesel-powered. [REDACTED] the movement of freight trains through Sukhumi, but says that three or four passed through daily in each direction.

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